

**E3 675**



Motorcycle Art

F3, the new  
frontier.



Three cylinders. Pure supersport. The MV Agusta F3 675 is the new benchmark in its class. It is three times unique with: innovative electronics, revolutionary engine and a superior chassis. Compact, light weight and powerful. Essential and refined. Beautiful and effective both on the road and track. Four personalized engine management maps and eight levels of traction control: the most advanced MV Agusta ever.



**F3 675**



# Exceeding your dreams.

The new frontier of the supersport category by the numbers: 128 hp at peak power and a maximum engine speed of 15,000 rpm. The fully electronic engine management system utilizes a full Ride-by-Wire throttle control, unique technology to the supersport class.

The frame is unmistakably MV Agusta: steel and aluminum are combined to achieve perfection. Pure driving pleasure coupled with exhilarating performance: the tubular steel trellis frame coupled to the cast aluminum side plates offers the maximum in handling efficiency. The dynamics are further enhanced by the incredibly short 1,380 mm wheelbase. As is the norm with MV Agusta, the rear swing arm is single sided and is coupled with Marzocchi forks and a Sachs shock absorber together with Brembo radial calipers and ultra light wheels. Every single component is considered an essential part of the project.



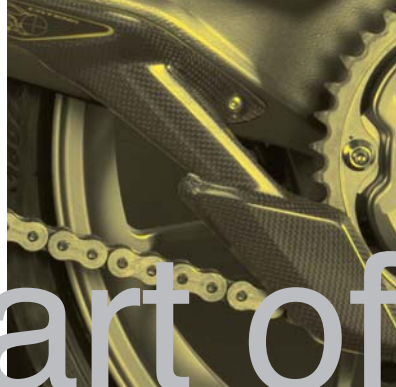
MVICS (Motor & Vehicle Integrated Control System): fully electronic engine and traction control, the most advanced in the world on a motorcycle in this category. The Ride-by-Wire throttle is connected to three 50 mm diameter throttle bodies and two fuel injectors per cylinder, another record for the 675 F3. The ECU offers the opportunity to choose between 4 engine maps, three standard and one custom. This adjustability has been engineered to get the optimum performance in all driving conditions from the only three-cylinder engine utilizing a counter-rotating crankshaft, a solution that until now has only been used in MotoGP.



Mass centralization and low center of gravity: the core objectives of the project become a reality thanks to unique solutions such as placing part of the fuel tank under the seat. This translates into absolute driving pleasure with immediate response to the rider inputs. Additional solutions that were applied without compromise was the use titanium for the intake and exhaust valves. The F3 675 is the only supersport to offer technology of a superbike with both MVICS and MV EAS (Electronically Assisted Shift) system.

**F3 675**





# The art of personalization.



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Special Parts,  
the easiest way  
to make your  
F3 675 even  
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and refined.  
Unique, just  
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own parts.

# « Technical Data

## ENGINE

Type	Three cylinder, 4 stroke, 12 valve
Timing system	"D.O.H.C"
Total displacement	675 cm <sup>3</sup> (41.2 cu. in.)
Compression ratio	13:1
Starting	Electric
Bore x stroke	79 mm x 45,9 mm (3.1 in. x 1.8 in.)
Max. power - r.p.m. (at the crankshaft)**	94.2 kW (128 hp) at 14400 r.p.m.
Max. torque - r.p.m.	71 Nm (7.24 kgm) at 10900 r.p.m.
Cooling system	Cooling with separated liquid and oil radiators

Engine management system	Integrated ignition - injection system MVICS (Motor & Vehicle Integrated Control System) with six injectors Engine control unit Eldor EM2.0, throttle body full drive by wire Mikuni, pencil-coil with ion-sensing technology, control of detonation and misfire - Torque control with four maps, Traction Control with eight levels of intervention MV EAS (Electronically Assisted Shift)
Electronic quick-shift	

Clutch	Wet, multi-disc slipper clutch
Transmission	Cassette style; six speed, constant mesh
Primary drive	19/36
Gear ratio	
First gear	13/37
Second gear	16/34
Third gear	18/32
Fourth gear	19/30
Fifth gear	21/30
Sixth gear	22/29
Final drive ratio	16/43

## ELECTRICAL EQUIPMENT

Voltage	12 V
Alternator	350 W a 5000 r.p.m.
Battery	12 V - 8,6 Ah

## DIMENSIONS AND WEIGHT

Wheelbase	1380 mm (54.33 in.)
Overall length	2060 mm (81.01 in.)
Overall width	725 mm (28.54 in.)
Saddle height	805 mm (31.69 in.)
Min. ground clearance	125 mm (4.92 in.)
Trail	99 mm (3.89 in.)
Dry weight	173 Kg (381.4 lbs.)
Fuel tank capacity	16,5 l (4.36 U.S. gal.)

## PERFORMANCE

Maximum speed*	260,0 km/h (162.5 mph)
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## FRAME

Type	ALS Steel tubular trellis
Rear swing arm pivot plates material	Aluminium alloy

## FRONT SUSPENSION

Type	Marzocchi "UPSIDE DOWN" - telescopic hydraulic fork with rebound-compression damping and spring preload external and separate adjustment
Fork dia.	43 mm (1.69 in.)
Fork travel	125 mm (4.92 in.)

## REAR SUSPENSION

Type	Progressive Sachs, single shock absorber with rebound and compression damping and spring preload adjustment
Single sided swing arm material	Aluminium alloy
Wheel travel	123 mm (4.84 in.)

## BRAKES

Front brake	Double floating disc with Ø 320 mm (Ø 12.6 in.) diameter, with steel braking disc and flange
Front brake caliper	Brembo Radial-type, with 4 pistons Ø 32 mm (Ø 1.26 in.)
Rear brake	Single steel disc with Ø 220 mm (Ø 8.66 in.) dia.
Rear brake caliper	Brembo with 2 pistons - Ø 34 mm (Ø 1.34 in.)

## WHEELS

Front: Material/size	Aluminium alloy 3,50" x 17"
Rear: Material/size	Aluminium alloy 5,50" x 17"

## TYRES

Front	120/70 - ZR 17 M/C (58 W)
Rear	180/55 - ZR 17 M/C (73 W)

## FAIRING

Material	Thermoplastic
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ALSO AVAILABLE WITH ABS RACEMODE AND RLTM (Rear wheel Lift-up Mitigation)

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WHITE

RED/SILVER

BLACK/METALLIC ANTHRACITE